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6. An improved method of bonding in accordance with claim 1, the improvement being characterized by the further step of storing the layered uncured elastomeric component (22) for any period of time prior to placing the uncured elastomeric component (22) between the two elastomeric layers.

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7. An improved method of bonding in accordance with claim 1, the improvement being characterized by forming the first non-productive compound (10 or 12) with an absence of any accelerators found in the second non-productive compound (12 or 10) and forming the second non-productive compound (12 or 10) with an absence of any sulfur vulcanizing agent found in the first non-productive compound (10 or 12).

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8. An improved method of bonding in accordance with claim 1, the improvement being characterized by forming the first non-productive compound (10 or 12) with 1 to 5 phr zinc oxide and 0 phr sulfur vulcanizing agent and forming the second non-productive compound (12 or 10) with 0 phr zinc oxide and 0.2 to 8 phr sulfur vulcanizing agent.

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9. An improved method of bonding in accordance with claim 1, the improvement being characterized by forming one non-productive elastomer compound (10 or 12) with a sulfur vulcanizing agent that is non-soluble when the two non-productive elastomer compounds (10, 12) are layered and which converts to a diffusable state prior to curing of the layered compound (22).

20 11.
10. An improved method of bonding in accordance with claim 1, wherein the at least two elastomeric layers are two different components of an article selected from the group consisting of a passenger tire, an extended mobility tire, a truck tire, an earth mover tire, a retreaded tire, a belting, an airspring sleeve, or a rubber track.

25 12.
11. An improved method of bonding in accordance with claim 1, wherein the at least two elastomeric layers are two different tire components.

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12. An improved method of bonding in accordance with claim 1, wherein the at least two elastomeric layers are a prepared tire carcass (106) and a pre-cured tire tread (104).

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13. An improved method of bonding in accordance with claim 12, the method being characterized by forming the uncured elastomeric component (102) immediately prior to inserting the elastomeric component (102) between the tire carcass (106) and the tire tread (104).
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14. An improved method of bonding in accordance with claim 12, the method being characterized by forming the uncured elastomeric component (102) at any time prior to inserting the elastomeric component (102) between the tire carcass (106) and the tire tread (104).
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15. An improved method of bonding in accordance with claim 12, the method being characterized by the further step of preheating the tire tread (104) prior to placing the tread (104) on the uncured elastomeric component (102).
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15 16. An improved method of bonding in accordance with claim 15, the method being characterized by curing the elastomeric component (102) at room temperature.
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17. An improved method of bonding in accordance with claim 1, the method being characterized by the co-reacting agents of the cure package being selected to produce an ultra fast cure.
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